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Please send in your subscriptions.

THERE appears to be a possibility that the Canadian Pacific Company's new liners, Empress of Britain and Empress of Ireland, may make Halifax their terminus when they are placed in service. This was rumored some time ago, but not much was thought of it then; but lately Captain Murray of the company's steamer Lake Manitoba, has been at Halifax and has intimated that his object in coming there was in connection with terminal facilities at that terminus. He also made particular enquiries as to depth of water and also visited the dry dock and ascertained its capacity.

In the civic elections, on Wednesday last, James Paton, Esq., was elected Mayor by a majority of 234 over Mayor Kelly. The vote stood 1230 to 996. The mayoralty vote polled was 198 less than that polled in 1904. With the exception of S. A. McDonald in Ward five, the Councilors are the same as last term. They are: D. J. Riley, for Ward one; D. J. Riley, for Ward two; Dr. Alley, for Ward three; B. C. Prowse and D. Stewart, for Ward four; D. L. Hooper, Benj. Rogers, Jr. and S. A. McDonald, for Ward five. His Worship Mayor Paton was sworn in on Thursday by his honor the Master of the Rolls, and the councillors were sworn in by the Mayor on Friday.

THE Merchant's Bank of Prince Edward Island has been bought by the Canadian Bank of Commerce, Toronto. The transfer was consummated on Friday last by the directors of the local bank and Mr. V. C. Brown, Inspector of the Bank of Commerce. The larger bank takes over the stock of the Island bank at a valuation quite profitable to the shareholders. It is said that the premium to shareholders, in consequence of the transfer, will be in the vicinity of ninety per cent. It is stated that the present officials of the Merchant's Bank will continue in their respective positions and the business will go on as heretofore at the Bank in Charlottetown and at the different branches. This is the last of the Island Banks to pass under the control of larger institutions with headquarters outside of the Province.

THE speech with which the Legislative Session of Ontario was opened made the Lieutenant Governor say: "I take great pleasure in meeting you again in Parliament assembled." This does not appear to be quite correct according to the British North America Act, which provides for one, "Parliament" in Canada and designates the meeting place of the law makers of the respective Provinces as a "Legislative Assembly." It seems that this is not the first time a Legislative body has called itself "Parliament." The Minister of Justice in 1868 rebuked the Government of Ontario for making use of the word in the official speech. In 1876 Mr. Edward Blake called the attention of the Lieutenant Governor of Quebec and Manitoba to the fact that they had made objectionable use of the term. It is said a dignified protest from Ottawa will be handed to the Ontario authorities.

KING Edward opened Parliament Monday with the usual ceremonies. The speech contained no great surprises. Several matters of minor interest were referred to, but among them was the statement that a new constitution for the Transvaal would be drawn up as soon as possible and in the meantime the importation of Chinese would be suspended. The speech stated that the Ministers are considering a plan for improving the system of Government of Ireland and for introducing there into some means for associating the people with the conduct of their affairs. In the debate which followed Mr. Chamberlain delivered a fighting speech, attacking the Government on all points and especially on their South African policy. He threw down the gauntlet regarding Home Rule and in tariff matters promised to make things warm. The Premier's reply was lengthy and

good natured, the speaker assuming that his position was so strong that he could afford to be generous. The debate was continued at great length by other speakers.

It is stated from Ottawa that a first-class detective service will be established on the Intercolonial with E. A. Williams of Montreal as Chief. This is for the purpose of stopping the series of petty robberies now taking place, as well as for the general efficiency of the road. An increase will be made on passenger rates for distances exceeding two hundred miles. Under that distance the rates are now the same as on other roads, but the long distance rates are low and will be made equal to the others. An increase will also be made in the rate given commercial travellers which is lower than elsewhere. Another improvement in the management will be the establishment of coal-handling facilities on the water front at St. John, New Brunswick, Campbellton, Levis, River du Loup and Halifax. Coal contracts will be made for delivery at these places. At present the Intercolonial takes delivery at the mines and does its own hauling. It is estimated that from \$750,000 to \$1,000,000 will be saved by this method.

A DESPATCH of the 20th, from Vancouver intimates that intelligence has reached that point to the effect that the project of the Grand Trunk Railway Company does not intend, for some years to come, at least, to continue the Grand Trunk Pacific west of Edmonton; that the western extension to the Pacific Coast will not be built for some years to come. It is stated in this same despatch that this information has been conveyed to the Federal Government by letter. The intelligence is also conveyed in this despatch that Kaien Island, as the Pacific terminus has been abandoned as well as all arrangements for railway or terminal construction work in British Columbia. Unilateral confirmation of this telegraphic information is announced comments are reserved; but the project of the Grand Trunk Pacific has, from the very outset, furnished so many radical changes and sensational surprises that almost any new departure might be expected at any time. Let us see what there is in this report.

GREAT preparations were made at Tokyo, Japan, for the reception of Prince Arthur of Connaught, who was due to arrive there on Monday last from Hong Kong on H. M. S. Diadem. The Prince visits Japan as the representative of King Edward VII, to confer the order of the Garter on the Mikado. For weeks previously the Imperial household has been busy with arrangements for the reception and entertainment of the Prince and his party, Admiral Togo, General Kuroki, and Vice Admiral Ijima are members of the committee in charge of the arrangements. Artists and experts have refitted the rooms in the Kasumigaseki Palace, which had been chosen for Prince Arthur's use and have never before been utilized to accommodate foreign dignitaries. It has been arranged for Prince Arthur and his party to take part in several big hunts in the Mikado's own forests. The Prince will remain in Japan until March 13, when he will leave by the steamship Empress of Japan for Canada; it is expected that the Prince will arrive on the Pacific Coast at the beginning of April, and will then visit Edmonton, Winnipeg, and Port Arthur, reaching Ottawa about April 15. The party will probably leave the capital April 20 for Toronto and Niagara Falls. Returning they will go to the Maritime Provinces and later visit Montreal and Quebec. Later advice referring to the Prince's arrival contain the following: The arrival of Prince Arthur of Connaught is the occasion of absolutely unprecedented evidences of rejoicing. Contrary to all customs of the land the Emperor himself received Prince Arthur at Shebasi Station. The platform was crowded with court dignitaries and officers in full uniform. The decorations there consisted of Union Jacks and Rising Suns. The city is decorated with flags, lanterns, flowers and triumphal arches. After the arrival of the Imperial train Monday Prince Arthur and the Emperor exchanged cordial greetings. Prince Arthur was driven in the court carriage to Kasumigaseki palace accompanied by crown Prince Arisugawa and escorted by the Imperial lancers and military bands playing the British anthems. The arrival of the train was the signal for firing of royal salute

from Hibya Park. The route from Shibasi Station to Kasumigaseki palace was lined with thousands of people who gave the Prince an enthusiastic welcome. The day was observed as a general holiday and the visit of the British Prince is evidently regarded as one of the most important events in the history of Japan.

Honesty in Business

Marshall Field has imbedded on the life of the whole country a much-needed lesson; that an honestly conducted business, in accordance with the great laws which control all legitimate business, has risen to the forefront of all the businesses of the world. I need not impress you with the thought of how tremendously important this is, in our present business situation. "Frenzied Finance" has no connection with Marshall Field. You pay your dollar and you get your dollar's worth. The business which is conducted on the value for value system is the only business which will tend to the prosperity of this great republic. Now, here was one man, the greatest merchant of America, perhaps the greatest merchant of the world, who declined all illegitimate methods of business; who determined that honesty was the best policy; who, building upon the simple, old-fashioned principles of business, rose to the highest summit of fame. He speaks to you today by his character, by his conduct, by his unparalleled success, to give up all fictitious methods of business, and returning to that which is the honest, laborious and true, twin success and the gratitude and honor of your fellow man.—W. Robertson Notman in "System."

Canadian Hog Supply.

An English correspondent of the Toronto World—one who is deeply interested in the pork trade—wrote to the World under date of January 24th, 1906—

It appears from the standpoint of the English distributor and consumer, that the present position in Canada is fraught with considerable danger, not only to the packing industry in Canada, but to the future interests of the farmers who raise hogs in your country. For several years past our hogs have been in such short supply as practically not to keep the packing houses already established in Canada going at their full capacity, and thereby increasing the cost considerably of handling the raw material, hog being at such a price in comparison with the higher class hogs of Ireland and Denmark and the United Kingdom, leaves no possible margin for the manufacturer on the coast of operating his packing house.

The value realized for Canadian bacon in the United Kingdom is regulated by the supply and demand in England, and your farmers do not appear to understand that your bacon has now to compete against higher class hogs at comparatively lower figures, raised on the continent, with large importations of fresh meat from Argentina and North America, and with prospective large supplies of bacon in the near future from Russia and Siberia.

Now, your farmers, by only raising a limited number of hogs and insisting on prohibitive prices for their hogs have at present the packers entirely at their mercy; it is not a case of "killing the goose that lays the golden egg." It is known to everyone with knowledge of business, that the packing industry in Canada has been, for two or three years, going through a time of great stress and difficulty, with heavy and continuous losses, and no prospect apparently of improving the position, and it must ultimately end in driving out of Canada into the United States and other countries, all the capital now invested in Canadian packing houses, and will prevent in the future the flow of capital into Canada to increase and develop the hog raising business.

The remedy appears to us to be in a knowledge, of these facts being widespread amongst the farmers, and in your government, giving to the hog raising industry and the packing industry such help and guidance as they have given in the past so advantageously to the cheese and dairy business; otherwise, as we have already said the packing industry in Canada must inevitably be driven out of the country. Your farmers may rest assured that your packers would willingly pay any price for hogs on which they could see the possibility of a profit on the British market. There has been now, for several years, no possibility of a profit, but steady and persistent losses in front of your packing industry and this is a position that may well give pause for thought to everyone interested in the future of Canada.

Double Track.

Sir William Van Horne, chairman of the Canadian Pacific Board of Directors, on his return from Cuba to Montreal on the 13th, was questioned regarding the C. P. R.'s new stock issue. He said: "It has always

been the policy of the Canadian Pacific to build not only up to the requirements, but ahead of the present needs of the population. That will be the policy of the Canadian Pacific in the future, as it has been in the past. We build each year from 500 to 1,000 miles of new track. That amount of new construction is necessary in order to keep pace with the expansion of settlement, and the development of the country. People used to call me imaginative, when I spoke of what the Canadian Pacific would become. Well you may judge how imaginative I was, when I say that all I predicted in my most optimistic moments was very much less than what has been actually accomplished. In one respect the Canadian Pacific is ahead of all the other transcontinental lines of this continent. It is the first in the field with the double-tracking. No other transcontinental system has made a beginning yet. We have not only made a beginning, but have made considerable progress. Some day there will be a double-track running from Coast to Coast.

Big Fire at St. John, N. B.

One of the most disastrous fires of recent years broke out in St. John last Thursday morning. Nearly the whole block embraced by King, German, Canterbury, and Church streets has been gutted, and nine firms are severe losers. The total loss may amount to nearly a quarter of a million dollars. The fire was a spectacular one, and the firemen labored under great difficulties. The night was bitterly cold, with high winds, and part of the time a heavy snow-storm raged. The fire started in Duffies' jewelry store on Canterbury street which was in full possession of the flames when the alarm was sent in. The fire spread quickly to the big buildings on the corner of King and Canterbury streets, occupied by the American Clothing Co., and Brock & Patterson, wholesale milliners. The building is accumulating shell. The loss of both these firms is heavy. In the other direction, the fire spread from Duffies' store to the premises occupied by Frank Fales, manufacturers' agent and the store-room of Vassie & Co., wholesale dry goods. The north part of the Brock & Patterson's establishment was a store occupied by E. D. Sears, and in it he had stored thousands of dollars worth of valuable books and pictures. The flames threatened to break in through the rear, but a good stream at this point saved the situation. The art treasures were removed by the Salvage Corps to a place of safety. Others, whose premises were more or less damaged by the fire and water are: N. B. Maloney, tailor; Hodges Bros. barbers; Chas. M. Lingley, printer. The corner building which suffered most, was recently purchased by the Royal Bank of Canada, who were to remodel and occupy it as soon as the lease of the present occupants has expired. The origin of the fire is a mystery. When discovered it had gained great headway and the whole interior of the store was a mass of flames.

An Unusual Exhibition.

A Chicago despatch of the 15th inst. says: Scientifically fattened children and a microbe menagerie are but a few of the many interesting exhibits that go to make up the national food and dairy show which opened today in the Coliseum. The exhibition is believed to be the largest and most comprehensive of its kind ever given in this country. Prof. Wiley of "poison squad" fame, head of the bureau of chemistry at Washington, has sent his exhibit of colors—a collection of dyes taken from foodstuffs in common use. In connection with the dairy exhibits there is a herd of fine blooded cows and there are demonstrated the model process of milking, sterilizing, bottling and shipping milk to guarantee the greatest possible purity. Methods of adulterating milk are also shown.

Chamberlain and Canadian Liberalism

(St. John Sun.)

"The St. John Sun continues to hank after the false gods which the renegade Joseph Chamberlain has set up. The Sun is now reported to represent a phase of liberal sentiment and thought. It views on British politics cannot possibly be the views of Canadian liberals who have given any study to the question, when it intimates that England is being driven frantic because of the lack of tariff protection. It merely puts itself in a ridiculous plight, when the intelligent reader recalls the enormous anti-protectionist majority recently given in the United Kingdom. The sentiments conveyed in the Sun's editorial headed 'Balfour and Chamberlain,' do not represent those of a considerable body of Canadian liberals."—Monoton Transcript.

We have not observed in the Sun any intimation that England is frantic, and do not know what phase of liberal sentiment the Transcript expects the Sun to represent. But it seems that in supporting Mr. Chamberlain's position on the imperial preference the Sun is in agreement with leaders hitherto supposed to represent a considerable body of Canadian liberals.

Resolved, That the prime ministers

of the colonies respectfully urge on His Majesty's government the expediency of granting in the United Kingdom preferential treatment to the products and manufactures of the colonies, either by exemption from or reduction of duties now or hereafter imposed."

This resolution was proposed in the colonial conference of 1902 by Sir Wilfrid Laurier. The origin of the resolution and of others connected with it together with some associated facts are set forth in a memorandum of which the following is the concluding portion: "Meanwhile the Canadian ministers determined to present to the conference a resolution affirming the principle of preferential trade, and the desirability of its adoption by the colonies generally, and also expressing the opinion of the prime ministers of the colonies that His Majesty's government should reciprocate by granting preferential terms to the products of the colonies in the markets of the Mother Country. The Canadian ministers desired to have it understood that they took this course with the strong hope and expectation that the principle of preferential trade would be more widely accepted by the colonies, and that the Mother Country would at an early day apply the same principle by exempting the products of the colonies from customs duties. If after using every effort to bring about such a readjustment of the fiscal policy of the empire, the Canadian government should find that the principle of preferential trade is not acceptable to the colonies generally or the Mother Country then Canada should be free to take such action as might be deemed necessary in the presence of such conditions."

The Canadian ministers then in London, who thus pressed upon Mr. Chamberlain the programme which he afterwards adopted, were Sir Wilfrid Laurier, prime minister; Hon. W. S. Fielding, minister of finance; Hon. William Patterson, minister of customs; Sir William Mulock, postmaster general and Sir Frederick Minister of militia. They were supposed to have "given some study and thought to the question," and it is not likely that they will admit that the result of one election in Great Britain has put "in a ridiculous plight" either Mr. Chamberlain or the Canadian ministers themselves, or any journal which supports the view so strongly presented in the Canadian memorandum.

Compliments of the Season.

(St. John Sun.)

The relations are strained between Mr. Tarte of La Patrie, and Senator Choquette, lately of Le Soleil. Mr. Tarte says that Mr. Choquette has never been a journalist and never will be one. The latter newspaperman is retorted that Sir Wilfrid Laurier, Mr. Choquette so long in control of the organ of the party. Mr. Choquette signs his reply, in which he calls Mr. Tarte some names and says that he has "published in La Patrie, a journal stolen from the liberal party, an article of a violence whereof only Tarte is capable."

Wharf Facilities for C. P. R. Boats.

Montreal, Feb. 17.—(Herald No. 1 at Quebec, the first of a number to be built by the government at that port, will be pushed rapidly to completion, the Canadian Pacific Railway assisting, to be used by the C. P. R. for their two steamers, the Empress of Britain and Empress of Ireland, which will make Quebec their port during the coming season. David McNicol, vice-president of the C. P. R., who returned last night from a week's stay in Quebec, reported that the Quebec harbor commissioners had shown themselves ready to extend every facility possible to the C. P. R. steamship service. We desire to have the pier so constructed that we can run our passenger trains right down to the boat's side," said Mr. McNicol. "Work is proceeding rapidly, and everything gives promise of being completed at an early date." As the pier cannot be finished in time for the opening of the season, arrangements have been made with other steamship companies for temporary accommodation at hotels in their possession, but it will not be many weeks after navigation opens before the C. P. R. will have wharf accommodation of their own.

Earthquakes Felt In West Indies.

Kings'ton, St. Vincent, B. W. I., Feb. 18.—The most severe and protracted shock of earthquakes that has been experienced in this island since 1902 was felt at 1:40 p. m. today. Buildings of every description were rocked violently and people rushed from them to the streets. So far as has been ascertained no serious damage resulted beyond the cracking of walls of houses here, at Georgetown and elsewhere.

A small landslide occurred at The Cedars, in the Windward district. The cable between St. Vincent and St. Lucia is broken, and the transmission of messages to the United States and elsewhere is delayed.

St. Thomas, D. W. I., Friday, Feb. 16.—The officials of the cable company here have sent out a notice to the effect that cable messages to and from the islands of St. Vincent and Barbados, British West Indies, are subject to delay. No news has been received recently from those islands. Earthquakes were felt today at Dominica, St. Lucia and Guadeloupe.

Roseau, Island of Dominica, D. W. I., Friday, Feb. 16.—Two prolonged and severe earthquakes were experienced at 1:32 p. m. today. The duration of the first shock was 81-2 seconds and that of the second shock 31-4 seconds. The walls of houses were slightly damaged. Castries, Island of St. Lucia, D.

W. I., Friday, Feb. 16.—Severe earthquakes were felt here at 1:35 p. m. and at 2:55 p. m. Nearly all the walls and buildings in Castries were damaged.

The Battleship Maine.

A Washington despatch of the 15th says:—Today marks the eighth anniversary of the blowing up of the Maine and still no move has been made by this government to remove the wreck of the historic battleship which continues to repose in the mud of Havana harbor. With each session of Congress comes a recurrence of the discussion as to what disposition shall be made of the mass of rusted steel, and the present session has been no exception to the rule. The latest proposal said to have originated appropriately with Senator Frye of Maine, is to raise the hull, or what is left of it, and convey it out to deep and clean water, where it may be given a sailor's burial. No definite steps to this end have been taken however, and it is probable that the wreck will continue a nuisance to shipping and an imposition upon Cuba for some time to come.

American Settlers.

N. J. White, Inspector of the Immigration agencies in the United States who has just returned to Ottawa from the West, says: There will be fully fifteen thousand of an increase in the number of settlers from the States this year as compared with 1905. The movement has already begun. The chief difficulty Mr. White fears will be to obtain adequate means of transportation for the large influx into the Dominion. The Government has under consideration the question of insurance with the view of seeing what can be done during the approaching session of parliament to preserve and maintain the confidence of the public toward the insurance business as it is now carried on in Canada. There is in the first place the question of jurisdiction. It will have to be carefully considered how far the Dominion can go without encroaching upon the provincial rights. At present the Dominion has a careful system of inspection which has worked well. This of course could be extended but there is talk of going still further.

Exchange of Officers.

Ottawa advises inform us that, as a result of the suggestion that emanated from the Imperial authorities some time ago, two officers of the Canadian permanent corps, have been chosen who will be attached for a year's training in one case to the Indian Army and in the other to the Australian forces. Captain J. H. Elmsley, of the Royal Canadian Dragoons, is to go to India, and Lieutenant E. C. Clarendon, of the Royal Canadian Garrison Artillery, to Australia. The former is a Toronto man who saw considerable service with the Second Canadian contingent in South Africa. Lieutenant Clarendon comes from Mount Uniack in Nova Scotia, and is a son of a former Lieutenant Colonel of the Imperial service. Before entering the Royal Canadian Artillery, he was employed for a time in Sir William Armstrong's great gun works, at Newcastle, and accompanied the quick firing battery which was sent to South Africa by that company six years ago. It is intended that officers of the Indian and Australian services shall be sent to this country in exchange.



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